AUSTRALIA

General

Australia, the world's sixth-largest country and smallest continent, is located S of the Indonesian archipelago and is bounded on the E by the Pacific Ocean and on the W and S by the Indian Ocean.

The Great Barrier Reef fringes the NE coast of the country and extends for about 1,200 miles.

Most of the country consists of low, irregular plateaus. The center is desert-like, being flat, barren, and dry. Large areas of fertile plain are located in the SE part.

The climate is generally arid to semiarid but there are wide variations. The N part is tropical and the S and E parts are temperate.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Cautions

Exploration

Oil and gas exploration rigs, production platforms, and associated submarine pipelines and wells may be encountered off the Australian coast. At present, the main areas of activity are within the Bass Strait and off the NW coast. However, isolated rigs and structures may be encountered in other areas.

Seismic Surveys

In connection with the exploration for oil and gas, seismic survey vessels are operating off the Australian coast. When possible, general details of these activities will be broadcast as AUSCOAST Warnings. However, vessels carrying out such surveys may be encountered without warning.

Fishing

From November to June, extensive lobster fishing takes place off the continental shelf, on the W coast of Australia, between 24˚S and 34˚S. The lobster fisheries can be a hazard to

navigation due to the numerous unlighted buoys which are connected by long lines with no gaps between them. Vessels should keep a sharp lookout for trapmarkers and, if possible, keep outside the 200m curve.

Extensive crayfishing takes place off the coast of W Australia, in the vicinity of the 200m curve, between 24˚S and 34˚S, except from 15 August to 14 November, when it is prohibited. Crayfishing usually intensifies between January and May, and November and December.

Aids to Navigation

Due to the exposed position of many of the navigational buoys moored off the N and NW coasts of Australia and the frequency of cyclonic storms, no reliance should be placed on these buoys always maintaining their exact position. This applies especially to the buoys marking the outer approaches to Port Hedland, Port Walcott, and Dampier.

Currency

The official unit of currency is the Australian dollar, consisting of 100 cents.

Firing Areas

Firing Practice and Exercise Areas

The tables and graphics displayed below indicate details concerning the declared firing practice areas under Australian Army, Air Force, and Naval Forces Regulations.

Firing practice areas may be selected anywhere and details are published in the Australian Government Gazette.

In view of the responsibility of range authorities to avoid accidents, the limits of practice areas are not shown on charts and descriptions of areas do not appear in the Sailing Directions (Enroute). However, beacons, lights, and buoys associated with the areas, which may be of assistance to the mariner, and targets, which might be a danger to navigation, will generally be shown on charts and, when appropriate, will be mentioned in the Sailing Directions.

A Restricted Area (R) is an area of defined dimensions within which certain restrictions are applied to aircraft. When shown as an R Area in Notices to Mariners, the air activity extends to sea level and the nature of the activity is such that dangers to maritime traffic may exist at specified times within the area.

A Prohibited Area (P) is an area of defined dimensions within which ships are not permitted at any time under any circumstances.

A Surface Restricted Area (SR) is a surface area of defined dimensions within which activities dangerous to maritime traffic may exist at specified times. The restriction is applicable to maritime traffic only.

The limits of all the areas are laid down numerically by States. Naval practice firings outside of the declared areas may be approved by the Department of Defense (Navy Office) from time to time. Warnings concerning firing practices are promulgated by Notices to Airmen (NOTAM) originated by the RAN and RAAF.

RESTRICTED AND DANGER AREAS WITH ASSOCIATED AIRSPACE
NORTHERN TERRITORIES

Area	Name	Nature of Activity	Times of Use	Area limits bound by lines joining positions stated, unless otherwise indicated	Chartlet No.
YBBB/R202	Darwin	All military operations	NOTAM	**R202A—**12˚17'21"S, 130˚30'11"E; thence the minor arc of a circle 25 NM in radius centered on Darwin DME (12˚25'24"S, 130˚54'23"E), to 12˚32'35"S, 130˚29'53"E; 12˚38'16"S, 130˚10'16"E; thence the minor arc of a circle 45 NM in radius centered on Darwin DME; to 12˚10'54"S, 130˚10'50"E.	7
		All military operations	NOTAM	**R202B—**12˚10'54"S, 130˚10'50"E; thence the minor arc of a circle 45 NM in radius centered on Darwin DME (12˚25'24"S, 130˚54'23"E), to 12˚38'16"S, 130˚10'16"E; 12˚48'09"S, 129˚35'54"E; thence the minor arc of a circle 80 NM in radius centered on Darwin DME; to 11˚59'33"S, 129˚37'01"E.	7

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Area	Name	Nature of Activity	Times of Use	Area limits bound by lines joining positions stated, unless otherwise indicated	Chartlet No.
YBBB/R202	Darwin	All military operations	NOTAM	**R202C—**11˚59'33"S, 129˚37'01"E; thence the minor arc of a circle 80 NM in radius centered on Darwin DME (12˚25'24"S, 130˚54'23"E), to 12˚48'09"S, 129˚35'54"E; 12˚59'22"S, 128˚56'24"E; thence the minor arc of a circle 120 NM in radius centered on Darwin DME; to 11˚46'29"S, 128˚58'27"E.	7
		All military operations	NOTAM	**R202D—**11˚46'29"S, 128˚58'27"E; thence the minor arc of a circle 120 NM in radius centered on Darwin DME (12˚25'24"S, 130˚54'23"E), to 12˚59'22"S, 128˚56'35"E; 13˚13'15"S, 128˚07'20"E; thence the minor arc of a circle 170 NM in radius centered on Darwin DME; to 11˚30'02"S, 128˚10'18"E.	7
		All military operations	NOTAM	**R202E—**12˚32'35"S, 130˚29'53"E; thence the minor arc of a circle 25 NM in radius centered on Darwin DME (12˚25'24"S, 130˚54'23"E), to 12˚44'26"S, 130˚37'42"E; 13˚26'16"S, 130˚00'54"E; thence the minor arc of a circle 80 NM in radius centered on Darwin DME; to 12˚48'09"S, 129˚35'54"E.	7
		All military operations	NOTAM	**R202F—**12˚48'09"S, 129˚35'54"E; thence the minor arc of a circle 80 NM in radius centered on Darwin DME (12˚25'24"S, 130˚54'23"E), to 13˚26'16"S, 130˚00'54"E; 13˚56'38"S, 129˚34'00"E; thence the minor arc of a circle 120 NM in radius centered on Darwin DME; to 12˚59'22"S, 128˚56'35"E.	7
		All military operations	NOTAM	**R202G—**12˚59'22"S, 128˚56'35"E; thence the minor arc of a circle 120 NM in radius centered on Darwin DME (12˚25'24"S, 130˚54'23"E), to 13˚56'38"S, 129˚34'00"E; 14˚34'32"S, 129˚00'13"E; thence the minor arc of a circle 170 NM in radius centered on Darwin DME; to 13˚13'15"S, 128˚07'20"E.	7

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YBBB/R202	Darwin	All military operations	NOTAM	**R202H—**12˚44'26"S, 130˚37'42"E; thence the minor arc of a circle 25 NM in radius centered on Darwin DME (12˚25'24"S, 130˚54'23"E), to 12˚49'20"S, 130˚46'39"E; 13˚41'06"S, 130˚26'55"E; thence the minor arc of a circle 80 NM in radius centered on Darwin DME; to 13˚26'16"S, 130˚00'54"E.	7
		All military operations	NOTAM	**R202J—**13˚26'16"S, 130˚00'54"E; thence the minor arc of a circle 80 NM in radius centered on Darwin DME (12˚25'24"S, 130˚54'23"E), to 13˚41'06"S, 130˚26'55"E; 14˚18'44"S, 130˚12'30"E; thence the minor arc of a circle 120 NM in radius centered on Darwin DME; to 13˚56'38"S, 129˚34'00"E.	7
		All military operations	NOTAM	**R202K—**13˚56'38"S, 129˚34'00"E; thence the minor arc of a circle 120 NM in radius centered on Darwin DME (12˚25'24"S, 130˚54'23"E), to 14˚18'44"S, 130˚12'30"E; 15˚05'44"S, 129˚54'21"E; thence the minor arc of a circle 170 NM in radius centered on Darwin DME; to 14˚34'32"S, 129˚00'13"E.	7
YBBB/R230	Darwin	Military flying training	NOTAM	**R230A—**11˚05'02"S, 130˚53'39"E; thence the minor arc of a circle 80 NM in radius centered on Darwin DME (12˚25'24"S, 130˚54'23"E), to 11˚20'50"S, 131˚42'58"E; 12˚05'13"S, 131˚09'35"E; thence the minor arc of a circle 25 NM in radius centered on Darwin DME; to 12˚00'17"S, 130˚54'53"E.	7
		All military operations	NOTAM	**R230B—**10˚24'52"S, 130˚52'46"E; thence the minor arc of a circle 120 NM in radius centered on Darwin DME (12˚25'24"S, 130˚54'23"E), to 10˚48'30"S, 132˚07'07"E; 11˚20'50"S, 131˚42'58"E; thence the minor arc of a circle 80 NM in radius centered on Darwin DME; to 11˚05'02"S, 130˚53'39"E.	7

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Area	Name	Nature of Activity	Times of Use	Area limits bound by lines joining positions stated, unless otherwise indicated	Chartlet No.
YBBB/R230	Darwin	All military operations	NOTAM	**R230C—**9˚54'44"S, 130˚52'07"E; thence the minor arc of a circle 150 NM in radius centered on Darwin DME (12˚25'24"S, 130˚54'23"E), to 10˚24'14"S, 132˚25'11"E; 10˚48'30"S, 132˚07'07"E; thence the minor arc of a circle 120 NM in radius centered on Darwin DME; to 10˚24'52"S, 130˚52'46"E.	7
		Military flying training	NOTAM	**R230D—**11˚20'50"S, 131˚42'58"E; thence the minor arc of a circle 80 NM in radius centered on Darwin DME (12˚25'24"S, 130˚54'23"E), to 12˚02'20"S, 132˚12'38"E; 12˚18'53"S, 131˚19'03"E; thence the minor arc of a circle 25 NM in radius centered on Darwin DME; to 12˚05'13"S, 131˚09'35"E.	7
		Military flying training	NOTAM	**R230E—**10˚48'30"S, 132˚07'07"E; thence the minor arc of a circle 120 NM in radius centered on Darwin DME (12˚25'24"S, 130˚54'23"E), to 11˚50'11"S, 132˚51'32"E; 12˚02'20"S, 132˚12'38"E; thence the minor arc of a circle 80 NM in radius centered on Darwin DME; to 11˚20'50"S, 131˚42'58"E.	7
		Military flying training	NOTAM	**R230F—**10˚24'14"S, 132˚25'11"E; thence the minor arc of a circle 150 NM in radius centered on Darwin DME (12˚25'24"S, 130˚54'23"E), to 11˚41'01"S, 133˚20'40"E; 11˚50'11"S, 132˚51'32"E; thence the minor arc of a circle 120 NM in radius centered on Darwin DME; to 10˚48'30"S, 132˚07'07"E.	7

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WESTERN AUSTRALIA

Area	Name	Nature of Activity	Times of Use	Area limits bound by lines joining positions stated, unless otherwise indicated	Chartlet No.
—	Greenough	Firing	HJ NOTAM	(a) 28˚57'50"S, 114˚43'17"E. thence along the coast to (b) 28˚58'09"S, 114˚43'38"E. (c) 28˚58'28"S, 114˚43'16"E. (d) 28˚58'10"S, 114˚42'55"E.	9

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—	Flat Rock	Air to surface weapons firing	NOTAM	A circle 2.4 NM in radius centered on 30˚45'40"S, 115˚ 09'45"E.	9
—	Swanbourne	Firing	Mon, Tues, Thurs 0930-1500 Tues 1800-2100	(a) 31˚57'07"S, 115˚45'08"E. thence along the coast to (b) 31˚58'26"S, 115˚45'10"E. (c) 31˚58'59"S, 115˚44'30"E. (d) 31˚58'58"S, 115˚43'16"E. (e) 31˚56'39"S, 115˚43'16"E. (f) 31˚56'39"S, 115˚44'34"E.	9
YMMM/R119	Stirling	Gunnery and military flying	NOTAM	**R119A**—31˚38'54"S, 113˚38'19"E; thence the minor arc of a circle 120 NM in radius centered on Perth DME (31˚56'42"S, 115˚57'34"E), to 30˚50'29"S, 114˚00'32"E; 31˚23'49"S, 114˚58'43"E; thence the minor arc of a circle 60 NM in radius centered on Perth DME, to 31˚48'07"S, 114˚ 47'50"E.	9
		Gunnery and military flying	NOTAM	**R119B—**32˚30'51"S, 113˚41'55"E; thence the minor arc of a circle 120 NM in radius centered on Perth DME (31˚56'42"S, 115˚57'34"E), to 31˚38'54"S, 113˚38'19"E; 31˚46'38"S, 114˚36'14"E; thence the minor arc of a circle 70 NM in radius centered on Perth DME, to 32˚16'55"S, 114˚ 38'39"E.	9
		Gunnery and military flying	NOTAM	**R119C**—31˚52'29"S, 115˚22'41"E; thence the minor arc of a circle 30 NM in radius centered on Perth DME (31˚56'42"S, 115˚57'34"E), to 32˚05'28"S, 115˚23'49"E; 32˚16'55"S, 114˚38'39"E; thence the minor arc of a circle 70 NM in radius centered on Perth DME, to 31˚46'38"S, 114˚36'14"E.	9
		Gunnery and military flying	NOTAM	**R119D**—33˚08'23"S, 114˚03'35"E; thence the minor arc of a circle 120 NM in radius centered on Perth DME (31˚56'42"S, 115˚57'34"E), to 32˚30'51"S, 113˚41'55"E; 32˚16'55"S, 114˚38'39"E; thence the minor arc of a circle 70 NM in radius centered on Perth DME, to 32˚38'44"S, 114˚51'27"E.	9

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Area	Name	Nature of Activity	Times of Use	Area limits bound by lines joining positions stated, unless otherwise indicated	Chartlet No.
YMMM/R119	Stirling	Gunnery and military flying	NOTAM	**R119E**—32˚38'44"S, 114˚51'27"E; thence the minor arc of a circle 70 NM in radius centered on Perth DME (31˚56'42"S, 115˚57'34"E), to 32˚16'55"S, 114˚38'39"E; 32˚05'28"S, 115˚23'49"E; thence the minor arc of a circle 30 NM in radius centered on Perth DME, to 32˚14'47"S, 115˚29'22"E.	9
		Gunnery and military flying	NOTAM	**R119F**—33˚42'40"S, 114˚50'16"E; thence the minor arc of a circle 120 NM in radius centered on Perth DME (31˚56'42"S, 115˚57'34"E), to 33˚08'23"S, 114˚03'35"E; 32˚38'44"S, 114˚51'27"E; thence the minor arc of a circle 70 NM in radius centered on Perth DME, to 32˚58'36"S, 1154˚18'38"E.	9
		Gunnery and military flying	NOTAM	**R119G—**32˚27'40"S, 115˚38'13"E; 32˚58' 36"S, 115˚18'38"E; thence the minor arc of a circle 70 NM in radius centered on Perth DME (31˚56'42"S, 115˚57'34"E), to 32˚38'44"S, 114˚51'27"E; 32˚14'47"S, 115˚29'22"E; thence the minor arc of a circle 30 NM in radius centered on Perth DME, to 32˚22'32"S, 115˚39'30"E.	9
		Gunnery and military flying	NOTAM	**R119H**—32˚09'27"S, 115˚39'32"E; thence along W coast of Garden Island to 32˚14'51"S, 115˚41'24"E; 32˚22'32"S, 115˚39'30"E; thence the minor arc of a circle 30 NM in radius centered on Perth DME (31˚56'42"S, 115˚57'34"E), to 32˚14'47"S, 115˚29'22"E.	9
YMMM/R140	Garden Island	Demolition depot	H24 NOTAM	A circle 1.0 NM in radius centered on 32˚10'36"S, 115˚40'18"E.	9
YMMM/R144	Stirling	Gunnery and military flying	NOTAM	31˚53'55"S, 115˚34'18"E; 31˚48'07"S, 114˚47'50"E; thence the minor arc of a circle 60 NM in radius centered on Perth DME (31˚56'42"S, 115˚57'34"E), to 31˚19'34"S, 115˚02'18"E; 31˚38' 11"S, 115˚29'51"E.	9
YMMM/R146	Lancelin	Gunnery	NOTAM	**R146A** (a) 30˚54'00"S, 114˚56'00"E. (b) 30˚45'30"S, 115˚17'30"E. (c) 30˚55'00"S, 115˚24'00"E. (d) 31˚07'30"S, 115˚05'00"E.	9

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YMMM/R146	Lancelin	Gunnery	NOTAM	**R146B** (a) 30˚45'30"S, 115˚17'30"E. (b) 30˚41'00"S, 115˚27'00"E. (c) 30˚50'00"S, 115˚33'00"E. (d) 30˚55'00"S, 115˚24'00"E.	9
		Gunnery	NOTAM	**R146C** (a) 30˚41'00"S, 115˚27'00"E. (b) 30˚45'30"S, 115˚17'30"E. (c) 30˚47'56"S, 115˚11'21"E., thence along the coast to (d) 30˚39'41"S, 115˚07'55"E., thence along the coast to (e) 30˚38'57"S, 115˚07'36"E.	9
YMMM/R148	Lancelin	Military flying	NOTAM	(a) 30˚00'00"S, 114˚30'00"E. (b) 30˚15'32"S, 115˚02'11"E., thence along the coast to (c) 30˚47'56"S, 115˚11'21"E. (d) 30˚54'00"S, 114˚56'00"E. (e) 31˚07'30"S, 115˚05'00"E. (f) 31˚40'00"S, 114˚30'00"E.	9
YMMM/R157	Lancelin	Military flying	NOTAM	(a) 31˚40'00"S, 113˚00'00"E. (b) 30˚00'00"S, 113˚00'00"E. (c) 30˚00'00"S. 114˚30'00"E. (d) 31˚40'00"S, 114˚30'00"E.	9
YMMM/R184	Lancelin	Explosives demolition	NOTAM	A circle 1.5 NM in radius centered on 30˚52'54"S, 115˚16'12"E.	9
YMMM/R850A/B	Learmonth	Military flying training	NOTAM	**R850A/B—**22˚54'26"S, 116˚07'49"E; thence the minor arc of a circle 120 NM in radius centered on Learmonth DME (22˚14'05"S, 114˚05'39"E), to 24˚07'12"S, 113˚21'00"E; 22˚51'49"S, 113˚50'54"E; thence the minor arc of a circle 40 NM in radius centered on Learmonth DME to 22˚27'47"S, 114˚46'13"E.	8
YMMM/R851A/B/C	Learmonth	Military flying training	NOTAM	**R851A/B/C—**21˚22'24"S, 116˚02'08"E; thence the minor arc of a circle 120 NM in radius centered on Learmonth DME (22˚14'05"S, 114˚ 05'39"E), to 22˚54'26"S, 116˚ 07'49"E; 22˚27'47"S, 114˚46'13"E; thence the minor arc of a circle 40 NM in radius centered on Learmonth DME to 21˚57'04"S, 114˚44'39"E.	8

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Area	Name	Nature of Activity	Times of Use	Area limits bound by lines joining positions stated, unless otherwise indicated	Chartlet No.
YMMM/R852A/B	Learmonth	Military flying training	NOTAM	**R852A/B—**20˚24'43"S, 114˚59'27"E; thence the minor arc of a circle 150 NM in radius centered on Learmonth DME (22˚14'05"S, 114˚05'39"E), to 21˚22'24"S, 116˚02'08"E; 21˚57'04"S, 114˚44'39"E; thence the minor arc of a circle 40 NM in radius centered on Learmonth DME to 21˚37'40"S, 114˚23'44"E.	8
YMMM/R853A/B	Learmonth	Military flying training	NOTAM	**R853A/B—**19˚52'35"S, 113˚10'54"E; thence the minor arc of a circle 150 NM in radius centered on Learmonth DME (22˚14'05"S, 114˚05'39"E), to 19˚57'19"S, 115˚12'42"E; 20˚52'05"S, 114˚46'07"E; thence the minor arc of a circle 90 NM in radius centered on Learmonth DME to 20˚49'14"S, 113˚32'34"E.	8
YMMM/R854A/B	Learmonth	Military flying training	NOTAM	**R854A/B—**20˚49'14"S, 113˚32'34"E; thence the minor arc of a circle 90 NM in radius centered on Learmonth DME (22˚14'05"S, 114˚05'39"E), to 20˚52'05"S, 114˚46'07"E; 21˚37'40"S, 114˚23'44"E; thence the minor arc of a circle 40 NM in radius centered on Learmonth DME, to 21˚36'25"S, 113˚50'49"E.	8
YMMM/R859A/B/C	Learmonth	Military flying training	NOTAM	**R859A/B/C—**A circle 40 NM in radius centered on Learmonth DME (22˚14'05'S, 114˚05'39"E).	8
YMMM/R860A/B/C	Learmonth	Military flying training	NOTAM	**R860A/B/C—**A circle 25 NM in radius centered on Learmonth DME (22˚14'05'S, 114˚05'39"E).	8
YMMM/R861A/B	Learmonth	Military flying training and missile/ gunnery firing	NOTAM	**R861A/B—**22˚29'33"S, 112˚29'59"E; thence the minor arc of a circle 90 NM in radius centered on Learmonth DME (22˚14'05"S, 114˚05'39"E), to 20˚49'14"S, 113˚32'34"E; 21˚36'25"S, 113˚50'49"E; thence the minor arc of a circle 40 NM in radius centered on Learmonth DME, to 22˚21'08"S, 113˚23'11"E.	8
YMMM/R862A/B	Learmonth	Military flying training and missile/ gunnery firing	NOTAM	**R862A/B—**22˚39'16"S, 111˚26'00"E; thence the minor arc of a circle 150 NM in radius centered on Learmonth DME (22˚14'05"S, 114˚05'39"E), to 19˚52'35"S, 113˚10'54"E; 20˚49'14"S, 113˚32'34"E; thence the minor arc of a circle 90 NM in radius centered on Learmonth DME, to 22˚29'33"S, 112˚29'59"E.	8

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YMMM/R863A/B	Learmonth	Military flying training and missile/ gunnery firing	NOTAM	**R863A/B—**22˚29'33"S, 112˚29'59"E; thence the minor arc of a circle 90 NM in radius centered on Learmonth DME (22˚14'05"S, 114˚05'39"E), to 23˚38'56"S, 113˚32'16"E; 24˚35'26"S, 113˚09'38"E; thence the minor arc of a circle 150 NM in radius centered on Learmonth DME, to 22˚39'16"S, 111˚26'00"E.	8
YMMM/R864A/B	Learmonth	Military flying training and missile/ gunnery firing	NOTAM	**R864A/B—**23˚38'56"S, 113˚32'16"E; thence the minor arc of a circle 90 NM in radius centered on Learmonth DME (22˚14' 05"S, 114˚05'39"E), to 22˚29'33"S, 112˚29'59"E; 22˚21'08"S, 113˚23'11"E; thence the minor arc of a circle 40 NM in radius centered on Learmonth DME, to 22˚51'49"S, 113˚50'54"E.	8
YMMM/R870	Learmonth	Bombing	NOTAM	**R870A—**22˚10'43"S, 113˚59'06"E; thence along Line Road, to 22˚14'09"S, 113˚58'01"E; 22˚28'39"S, 114˚01'32"E; thence the minor arc of a circle 15 NM in radius centered on Learmonth DME (22˚14'05"S, 114˚05'39"E), to 22˚06'41"S, 113˚51'35"E.	8
		Bombing	NOTAM	**R870B—**22˚06'41"S, 113˚51'35"E; thence the minor arc of a circle 15 NM in radius centered on Learmonth DME (22˚14'05"S, 114˚05'39"E), to 22˚28'55"S, 114˚02'50"E; 22˚53'37"S, 113˚58'10"E; thence the minor arc of a circle 40 NM in radius centered on Learmonth DME, to 21˚54'07"S, 113˚28'18"E.	8

RESTRICTED AND DANGER AREAS WITH ASSOCIATED AIRSPACE
SOUTH AUSTRALIA

Area	Name	Nature of Activity	Times of Use	Area limits bound by lines joining positions stated, unless otherwise indicated	Chartlet No.
YMMM/R245	Dangerous Reef	Naval operations	NOTAM	A circle 1 NM in radius centered on 34˚55'54"S, 136˚14'30"E.	10
YMMM/R246	Thistle Island	Naval operations	NOTAM	A circle 2 NM in radius centered on 34˚59'42"S, 136˚13'12"E.	10

RESTRICTED AND DANGER AREAS WITH ASSOCIATED AIRSPACE
SOUTH AUSTRALIA

Area	Name	Nature of Activity	Times of Use	Area limits bound by lines joining positions stated, unless otherwise indicated	Chartlet No.
YMMM/R252	Alamein	Artillery firing	NOTAM	(a) 32˚40'30"S, 137˚47'30"E. (b) 32˚47'00"S, 137˚51'00"E. (c) 32˚55'00"S, 137˚51'00"E. (d) 32˚59'00"S, 137˚47'30"E. (e) 32˚59'00"S, 137˚47'30"E. (f) 32˚59'00"S, 137˚42'53"E., thence along the coast to (g) 32˚55'00"S, 137˚37'30"E. (h) 32˚40'30"S, 137˚37'50"E.	10
YMMM/R254	North East Rock	Bombing	NOTAM	35˚07'00"S, 136˚21'43"E; thence the major arc of a circle 7 NM in radius centered on 35˚04'30"S, 136˚29'40"E, to 35˚07'00"S, 136˚37'37"E.	10
YMMM/R279	Edinburgh	Military flying and firing	NOTAM	35˚18'08"S, 136˚52'48"E; thence N along the coast of Yorke Peninsula to 34˚58'12"S, 137˚46' 05"E; 34˚57' 38"S, 138˚03'31"E; thence the minor arc of a circle 23 NM in radius centered on Adelaide DME (34˚56'49"S, 138˚31'28"E) to 35˚05'02"S, 138˚05'19"E; 35˚35'27"S, 137˚23'33"E; thence W along the N coast of Kangaroo Island, to 35˚43'19"S, 136˚43'13"E; thence the minor arc of a circle 100 NM in radius centered on Adelaide DME to 35˚21'44"S, 136˚33'21"E.	10
YMMM/R295	Port Wake-field	Proof firing range	H24	**R295A** (a) 34˚27'06"S, 138˚08'30"E. (b) 34˚13'30"S, 138˚08'30"E. (c) 34˚13'30"S, 138˚11'59"E., thence SE along Port Wakefield Road to (d) 34˚19'57"S, 138˚16'15"E. (e) 34˚25'18"S, 138˚16'06"E. (f) 34˚27'15"S, 138˚13'29"E.	10
		Proof firing range	NOTAM	**R295B** (a) 34˚27'06"S, 138˚08'30"E. (b) 34˚13'30"S, 138˚08'30"E. (c) 34˚13'30"S, 138˚11'59"E., thence SE along Port Wakefield Road to (d) 34˚19'57"S, 138˚16'15"E. (e) 34˚25'18"S, 138˚16'06"E. (f) 34˚27'15"S, 138˚13'29"E.	10
		Proof firing range	NOTAM	**R295C** (a) 34˚25'47"S, 138˚15'27"E. (b) 34˚29'30"S, 138˚16'30"E. (c) 34˚29'30"S, 138˚08'30"E. (d) 34˚27'06"S, 138˚08'30"E. (e) 34˚27'15"S, 138˚13'29"E.	10

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RESTRICTED AND DANGER AREAS WITH ASSOCIATED AIRSPACE
SOUTH AUSTRALIA

Area	Name	Nature of Activity	Times of Use	Area limits bound by lines joining positions stated, unless otherwise indicated	Chartlet No.
YMMM/R295	Port Wake-field	Proof firing range	NOTAM	**R295D** (a) 34˚29'30"S, 138˚16'30"E. (b) 34˚34'00"S, 138˚18'00"E. (c) 34˚34'00"S, 138˚08'30"E. (d) 34˚29'30"S, 138˚08'00"E.	10
		Proof firing range	NOTAM	**R295E** (a) 34˚24'00"S, 138˚03'30"E. (b) 34˚13'30"S, 138˚03'30"E. (c) 34˚13'30"S, 138˚08'30"E. (d) 34˚24'00"S, 138˚08'30"E.	10
		Proof firing range	NOTAM	**R295F** (a) 34˚15'00"S, 137˚54'00"E. (b) 34˚09'00"S, 138˚00'00"E. (c) 34˚09'00"S, 138˚05'00"E. (d) 34˚13'30"S, 138˚11'59"E. (e) 34˚13'30"S, 138˚03'30"E. (f) 34˚24'00"S, 138˚03'30"E. (g) 34˚24'00"S, 138˚08'30"E. (h) 34˚34'00"S, 138˚08'30"E. (i) 34˚34'00"S, 138˚06'30"E.	10

Government

Australia is a fully independent nation within the Commonwealth of Nations. Under the Australian Constitution, legislative power is vested in a Federal Parliament, consisting of the Queen, represented by a Governor-General, an elected 76-member Senate, and an elected 148-member House of Representatives.

Executive power is vested in the Governor-General, who is advised by an Executive Council. The Cabinet, chaired by the Prime Minister, is also a dominant element in the executive government of the country. The country is divided into six federated states and two territories.

The legal system is base on English common law.

The capital is Canberra.

Flag of Australia

Dependent Islands

The Cocos (Keeling) Islands

The **Cocos (Keeling) Islands** (12˚05'S., 96˚53'E.) lie in the Indian Ocean about 2,770 miles NW of Perth. The group is formed by two separate atolls and consists of some 27 small coral islands with a total area of about 14.2 km^2.

The islands are low-lying, flat, and thickly covered by coconut palms. They surround a lagoon in which vessels, with drafts of up to 7m, may anchor, but which is extremely difficult for navigation.

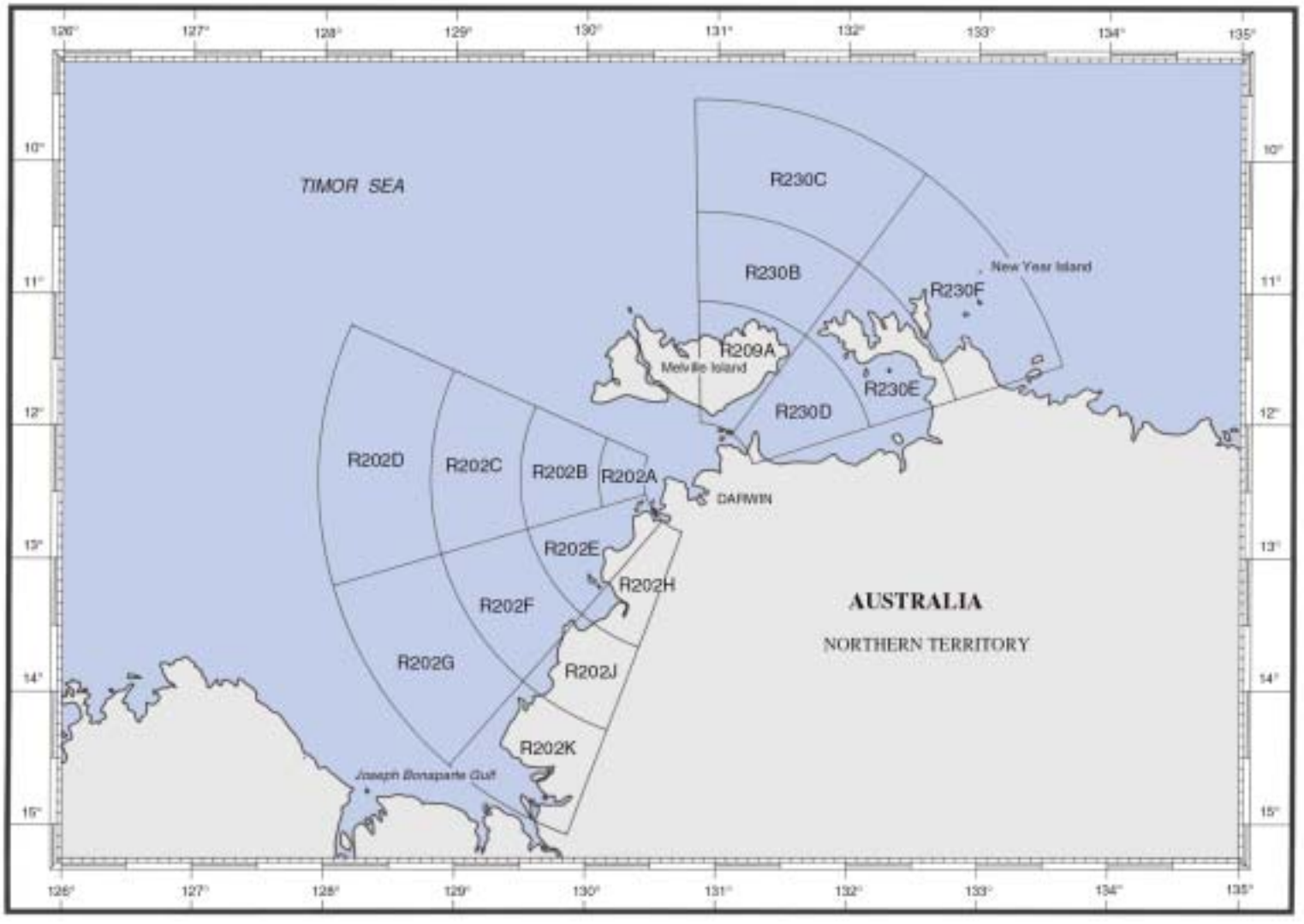
The islands were placed (1955) under the authority of the Australian Government as the Territory of Cocos (Keeling) Islands. An Administrator, appointed by the Governor-General, is the government's representative in the Territory and is responsible to the Minister for Territories and Local Government. West Island is the largest of the group and the site of the airport. The climate is pleasant, being moderated by the SE trade winds for nine months of the year.

Christmas Island

Christmas Island (10˚25'S., 105˚40'E.), an isolated peak, lies in the Indian Ocean, about 225 miles S of the W end of Java. It is under the control of the Australian Government with an Administrator responsible for local administration. Extraction and export of rock phosphate dust is the island's only industry. The island is about 11 miles long and 4.5 miles wide.

Heard Island and the McDonald Islands

Heard Island and the McDonald Islands (53˚00'S., 73˚00'E.) lie about 2,500 miles SW of Freemantle and are under the control of the Australian Government. Heard Island, of volcanic origin, is about 27 miles long and 13 miles wide; Shag Island lies about 5 miles N of it. The McDonald Islands lie 26 miles W of Heard Island and consist of two small islands and a rock. All the islands are barren and uninhabited.



CHARTLET NO. 7

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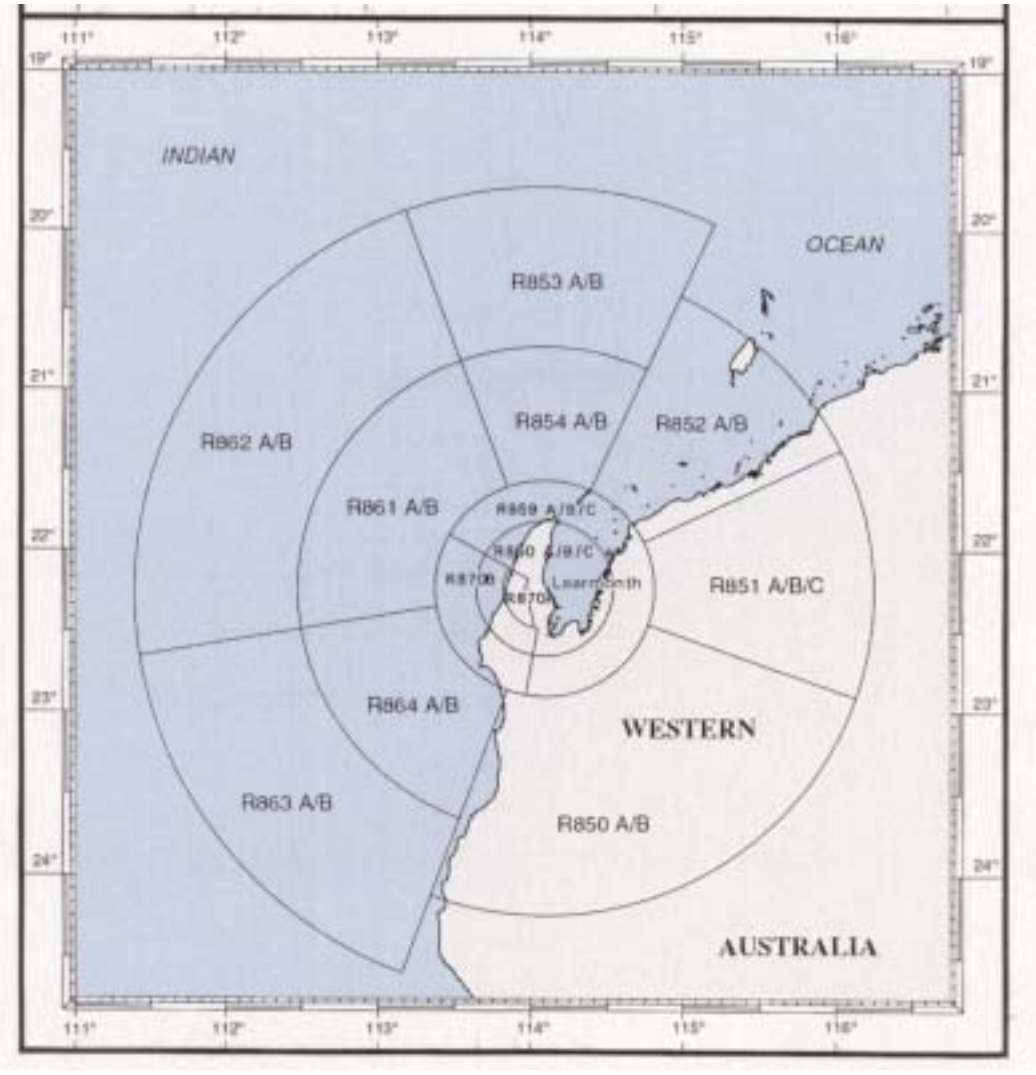

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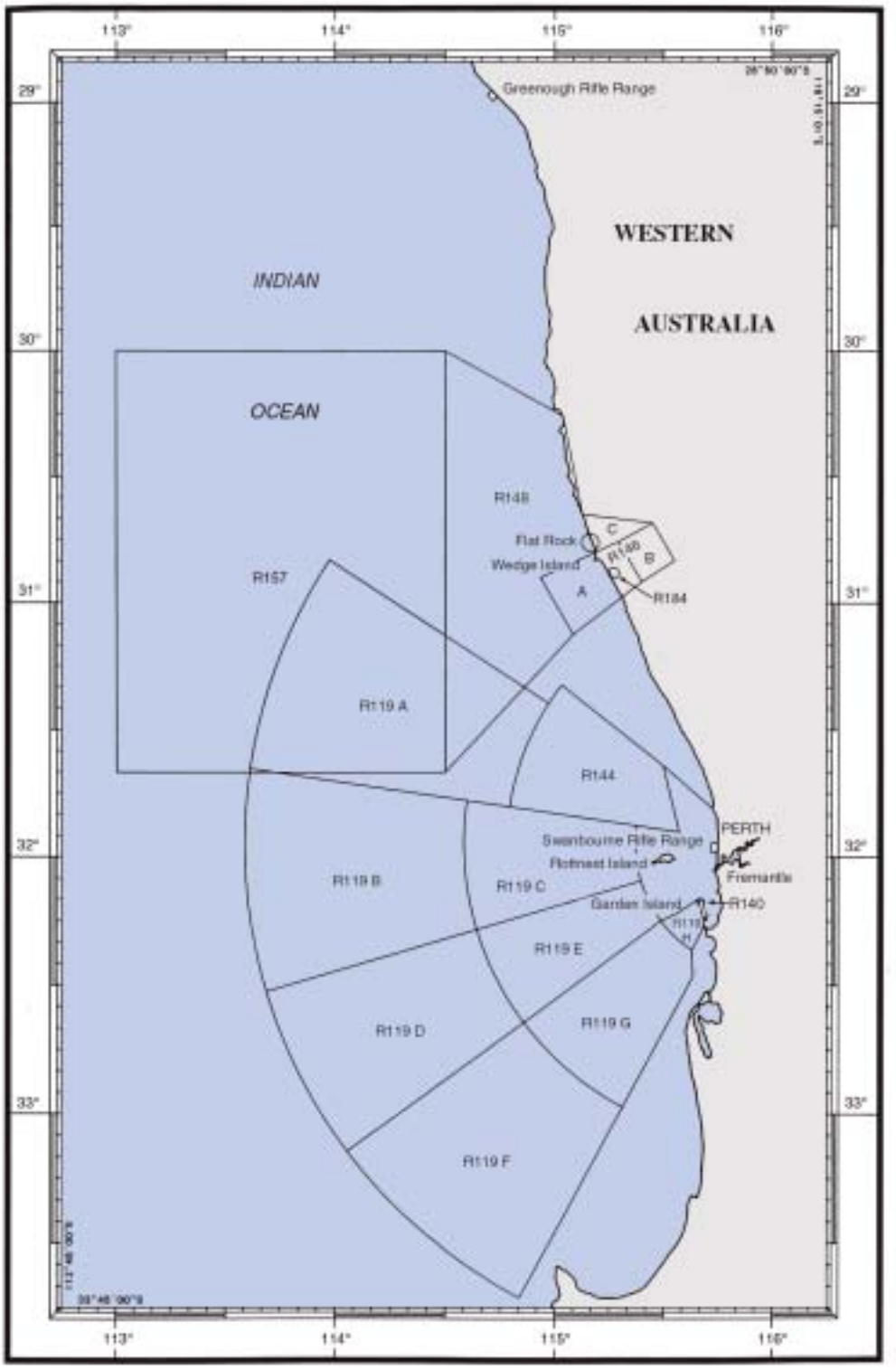

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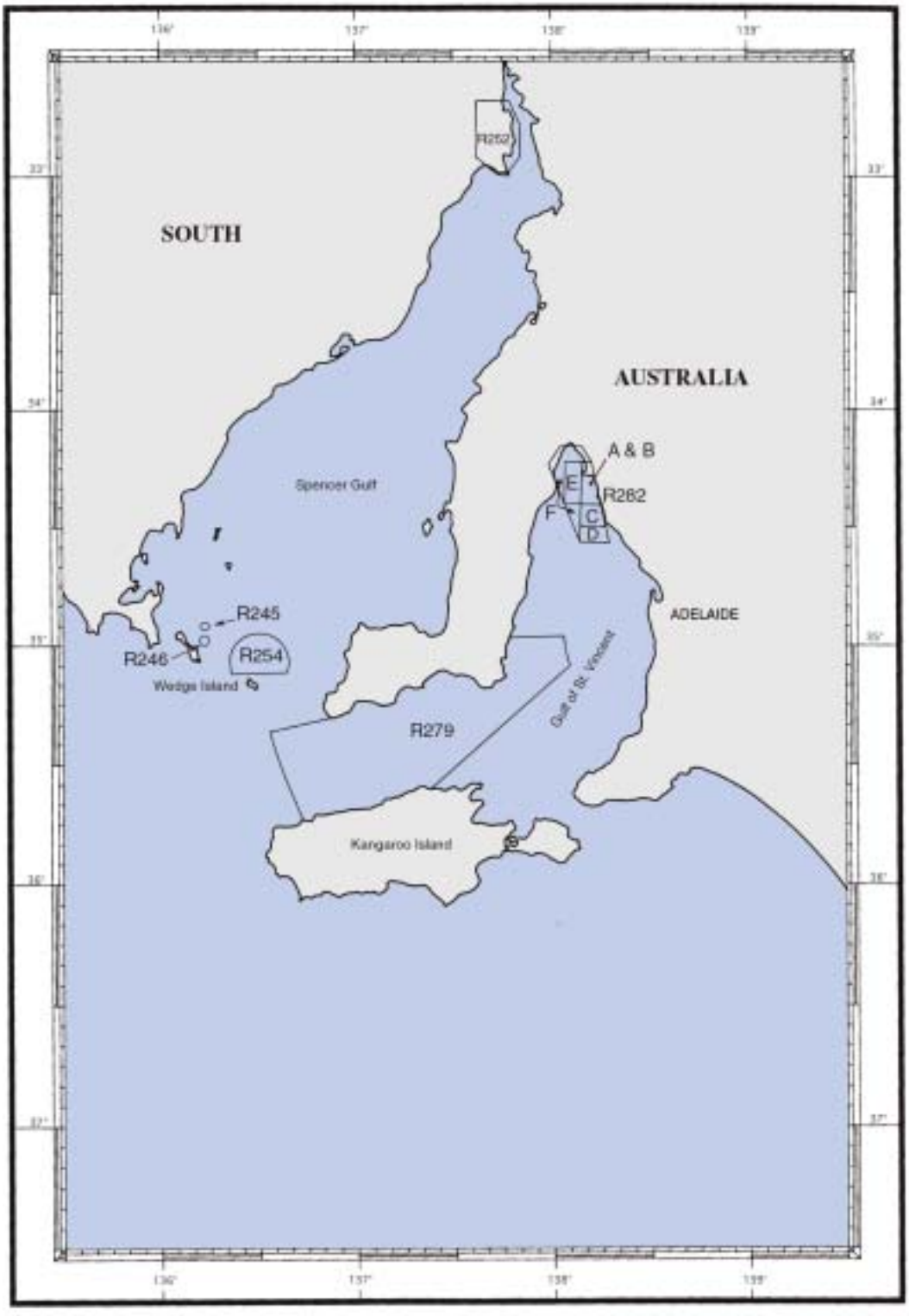

CHARTLET NO. 10

Holidays

The following holidays are observed:

New Year's Day	January 1
Australia Day	First Monday after January 26
Labor Day (Perth only)	First Monday in March
Labor Day (Melbourne only)	Second Monday in March
Canberra Day (Canberra only)	Third Monday in March
Good Friday	Varies
Easter Monday	Varies
ANZAC Day	April 25
Foundation Day (Perth only)	First Monday in June
Queen's Birthday (Canberra, Melbourne, and Sydney only)	Second Monday in June
Queen's Birthday (Perth only)	Last Monday in September
Labor Day (Canberra and Sydney only)	First Monday in October
Melbourne Cup Day (Melbourne only)	November 5
Christmas Day	December 25
Boxing Day	December 26

The following holidays are observed on Christmas Island:

New Year's Day	January 1
Chinese New Year	Varies
Good Friday	Varies
Hari Raya Puasa	Varies
Mari Raya Haji	Varies
Christmas Day	December 25

Industries

The main industries include mining, industrial and transportation equipment, food processing, chemicals, steel, fishing, electrical and electronic products, oil refining, textiles, shipbuilding, aircraft assembly, and tourism.

Agriculture is also a leading industry. Principal crops include wheat, fruits, barley, oats, rice, grapes, and sugarcane.

Other major products are wool, poultry, and livestock.

Languages

The official language is English. There are some native dialects.

Mined Areas

The following area is declared dangerous due to mines laid during the war of 1939-1945:

Napier Broome Bay.—An area within a circle, with a radius of 1 mile, centered on 14˚04'S, 126˚40'E.

Due to the elapse of time, the risk in this area to surface navigation is now considered no more dangerous than the ordinary risks of navigation. However, a very real risk still exists with regard to anchoring, fishing, or carrying out any form of submarine or seabed activity.

Regulations

Port Priority Signals

In certain Australian ports, vessels of 35m or more in length (less in some ports), when navigating within the pilotage waters of the port and requiring a priority or right-of-way over other vessels, may display the following:

1. By day, when berthing or unberthing, the flag signals as prescribed in the Port Authority By-laws.
2. At night, two lights mounted vertically, 2m apart, the upper being green and the lower being red.

Quarantine

The Australian Quarantine and Inspection Service (AQIS) currently requires all vessels arriving in Australia from overseas, or who have been in contact with overseas vessels or sea installations, to submit a Quarantine Pre-Arrival Report (QPAR) to AQIS. Copies of the report can be accessed from the AQIS Seaports web site.

Austalian Quarantine and Inspection Service

http://www.aqis.gov.au/shipping

The QPAR destails the condition of the vessel, including human health, cargo, and ballast water management. The QPAR should be sent to AQIS no more than 48 hours and no less than 12 hours prior to arrival in Australia. This will allow efficient processing of the QPAR and avoid any disruption to the vessel’s arrival. Vessels that do not submit a QPAR will not be given formal quarantine clearance to enter port.

Vessels require written permission to discharge any ballast water in Australian ports or waters. This permission may only be granted after the vessel has properly submitted a QPAR to AQIS.

Search and Rescue

When a ship or an aircraft is in distress in the Australian SAR area, assistance may be given by vessels in the vicinity and/or the following authorities:

1. Australian Maritime Safety Authority (AMSA) through the Australian Maritime Rescue Coordination Centre (MRCC) for those ships and small craft beyond the

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capacity of regional SAR resources. The MRCC is also the Australian Mission Control Center (AUMCC) for the COSPAS/SARSAT worldwide network. It is manned continuously, and may be contacted through any Australian Maritime Communications Station (MCS) or via the INMARSAT system.

2. MCS of AOTC Limited, which keep continuous watch on International RTF and RTG distress frequencies, and in the INMARSET system (Perth Land Earth Station which provides access to and from the Indian and Pacific Ocean satellites). Details of Australian MCS can be found in relevant International Telecommunications Union (ITU) and ALRS publications.

3. The Royal Australian Air Force (RAAF) is responsible for SAR operations involving Australian and foreign military land-based aircraft, but may provide assistance to other SAR authorities.

4. The Royal Australian Navy (RAN) is responsible for SAR in respect to naval ships and aircraft.

5. State and Territory Police Forces are responsible for SAR operations involving fishing vessels and pleasure craft within the limitations of their SAR resources.

Ships fitted with suitable radio equipment can make a significant contribution to safety by guarding an appropriate International distress frequency for as long as practicable, whether or not required to do so by regulations. Aircraft and merchant ships involved in SAR operations should maintain radio silence on 500kHz from 15 to 18, and from 45 to 48 minutes past each hour, and on 2,182kHz from the hour to 3 minutes and from 30 to 33 minutes past each hour.

All Australian port radio stations use VHF channel 67 to supplement VHF channel 16 as a distress, safety, and calling frequency.

Masters of vessels operating within the Australian Search and Rescue Region (SRR) are advised that an Australian Government protocol for ships assisting people in distress at sea is now in place (2002). This protocol sets out important principles that must be recognized to ensure a smooth post-rescue effort while minimizing the disruption to the intended voyage of the rescuing vessel. It provides guidance to ships' masters on the processes to be followed in relation to landing people who have been rescued at sea. Copies of the protocol can be obtained from the web site listed below.

Protocol for Commercial Shipping Rescuing Persons at Sea in or Adjacent to the Australian Search and Rescue Region

http://www.dotrs.gov.au/transinfra/sea_rescue_protocol.htm

Submarine Operating Areas

Australian submarines may be encountered by day or at night while operating in any of the waters off the Australian coast. Under certain circumstances, warnings that submarines are exercising in specified areas may be broadcast by local coastal radio stations.

Australian escort vessels fly the International Code Group "NE2" to denote that submarines, which may be submerged or surfaced, are exercising in the vicinity. Vessels are cautioned to give a wide berth to any vessel flying this signal.

It must not be inferred from the above that submarines exercise only when in the company of escorting vessels.

A submarine submerged in an exercise area at a depth too great to show the periscope may show the following pyrotechnic or smoke candle signals:

1. White smoke candles (with flame), yellow smoke candles, or yellow and green pyro flares indicate the submarine's position in response to a request from a ship or aircraft or as required.

2. Red pyro flares (may be accompanied by smoke candles repeated as often as possible) indicate that the submarine is carrying out emergency surfacing procedure. Vessels should keep clear and must not stop their propellers. Vessels must also standby to render assistance.

If the red pyro flare signal is sighted and the submarine does not surface within 5 minutes, it should be assumed that the submarine is in distress and has sunk. An immediate attempt should be made to fix the position in which the signal was sighted.

White smoke candles burn for up to 15 minutes; they emit white smoke and flame and can be seen day and night. Caution is necessary as they can be easily confused with the smoke and flame of aircraft marine markers and floats.

Yellow smoke candles burn for about 5 minutes; they emit yellow smoke. They can be seen more easily in rough weather than the white smoke candles, but they cannot be seen at night.

Navigation Lights

Australian submarines have their masthead and side lights placed well forward and very low over the water in proportion to their length and tonnage. In particular, some submarines can only show a forward masthead light in calm confined waters. Other submarines may have the forward masthead light situated lower than the side lights. In addition, the main masthead light may be situated well forward of the midpoint of the submarine's length.

The stern light may be placed very low, and may, at times, be partially obscured by spray and wash. In some cases, the stern light will be well forward of the aft part of the submarine and will not give a true indication of the submarine's length. The stern lights are invariably situated lower than the side lights.

The aft anchor light of a nuclear submarine is mounted on the upper rudder which is some distance astern of the hull's surface waterline. Hence, care must be taken to avoid confusing the submarine with two separate vessels of less than 50m in length.

The overall arrangement of submarine lights is unusual and may well give the impression of markedly smaller and shorter vessels. Their vulnerability to collision when proceeding on the surface and the fact that some submarines are nuclear powered dictates particular caution when approaching such vessels.

Nearly all Australian submarines are fitted with an amber quick-flashing light situated 1 to 2m above the main steaming light. This additional light is for use as an aid to identification in narrow waters and areas of dense traffic. Australian submarines will normally exhibit this identification light under the above conditions and when entering or leaving a harbor at night.

Collins class submarines exhibit a very quick flashing yellow identification light (120 flashes per minute). This identification light should not be confused with an air-cushioned vessel operating in a non-displacement mode, which displays the same light.

Sunken Submarine

A submarine which is bottomed and unable to surface will try to indicate its position by firing candles giving off yellow or white smoke, either on the approach of surface vessels or at regular intervals. Yellow candles will be used as much as possible by day.

It may be impossible for a submarine to fire smoke candles. Correspondingly, a partially-flooded submarine may have only a certain number of smoke candles available and searching ships should not therefore expect many to appear.

Since oil slicks or debris may be the only indication of the presence or whereabouts of the sunken submarine, it is vitally important that surface ships refrain from discharging anything which might appear to have come from a submarine while they are in the probability area. Searching ships and aircraft can waste many valuable hours in investigating these false contacts.

Some Australian submarine pyrotechnics can be fitted with message carriers. If a message has been attached, the pyrotechnic will be fitted with a dye marker, giving off a yellowish-green color on the surface. Such a pyrotechnic should be recovered as soon as it has finished burning.

Collins class submarines are fitted with a Submarine Launched EPIRB (SERB), which will be described later in this section.

In any submarine accident, time is the most vital factor affecting the chances of rescue of survivors, and, as the sighting of an indicator buoy may be the first intimation that an accident has in fact occurred, it is vital that no time should be lost in taking action. The sighting of any beacon should at once be reported by the quickest available means to the Rescue Coordination Centre Australia, the Navy, or the police. However, if vessels are unable to establish communications without leaving the vicinity of the submarine, it should be borne in mind that the primary consideration should be for vessels to remain standing by to rescue survivors and not leave the scene of the accident. Every effort should be made to include in the report the serial number of the beacon; this number is affixed on top of the SERB.

At any time after a submarine accident, survivors may start attempting to escape. Current policy dictates that survivors will wait before escaping, as follows:

1. Until rescue vessels are known to be standing by.
2. Conditions inside the submarine deteriorate to such an extent that an escape must be attempted.

It should be noted that, in certain circumstances, the latter situation may not arise through lack of air supply until several days after the accident. However, if the submarine is badly damaged, survivors may have to make an escape attempt immediately. Any ship finding a SERBN should not therefore leave the position but stand by well-clear ready to pick up survivors.

On arrival at the surface, crewmembers may be exhausted or ill, and, if circumstances permit, the presence of a boat already lowered is very desirable. Some crewmembers may require a recompression chamber. Therefore, it is the aim of the authorities to get such a chamber to the scene as soon as possible.

In order that those trapped in the submarine shall be made aware that help is at hand, naval vessels drop small charges into the sea which can be heard from inside the submarine. There is no objection to the use of small charges for this purpose, but it is vital that they are not dropped too close since crewmembers in the process of making ascents are particularly vulnerable to underwater explosions, and may easily receive fatal injuries. A distance of about 0.3 mile is considered to be safe.

If no small charges are available, the running of an echo sounder or the banging of the outer skin of the ship's hull with a hammer from a position below the waterline are likely to be heard in the submarine, and such banging and/or sounding should therefore be carried out at frequent intervals.

Submarine Emergency Radio Beacon (SERB)

The SERB is made of aluminum, colored orange, and is cylindrical in shape, with two whip aerials. The beacon is fitted with an automated transmitting unit, with a battery life of 48 hours, and operating on the following frequencies:

a. 406.025 MHz—Cospas/Sarsat.
b. 243 MHz—Military Air Guard.
c. 121.5 MHz—Civil Air Guard.

Submarine Launched Expendable Communications Buoy (ECB)

This buoy is used for tactical communications between submarines and other warships/aircraft. It can, however, be fired in an emergency default mode, in which case it will transmit a SABRE tone on 243MHz Military Air Guard.

Time Zone

Australia is covered by multiple Time Zones, as follows:

1. Northern Territory—The observed Standard Time is 9 hours 30 minutes fast of UT(GMT). Daylight Savings Time is not observed.
2. South Australia—The observed Standard Time is 9 hours 30 minutes fast of UT(GMT). Daylight Savings Time (10 hours 30 minutes fast of UT(GMT)) is maintained from the last Sunday in October until the Saturday before the last Sunday in March of the following year.
3. Western Australia—The Time Zone description is HOTEL (-8). Daylight Savings Time is not observed.

World Time Zone Chart
http://www.odci.gov/cia/publications/factbook/ref/pdf/802801.pdf

U.S. Embassy

The U.S. Embassy is situated at Moonah Place, Yarralumla, Canberra, Australian Capital Territory 2600.

The mailing address is APO AP 96549.

U. S. Embassy Australia Home Page
http://usembassy-australia.state.gov/embassy

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Vessel Traffic Service

The Australian Ship Reporting System (AUSREP)

The Australian Ship Reporting System (AUSREP) is compulsory for Australian-registered commercial vessels and for foreign vessels on voyages between Australian ports. All other vessels are encouraged to participate when within the AUSREP area.

The objective of the AUSREP system is to contribute to the safety of life at sea by:

1. Limiting the time between the loss of a vessel and the initiation of SAR action, in cases where no distress signal is sent out.
2. Limiting the search area for a SAR action.
3. Providing up-to-date information on all shipping resources available in the area, in the event of SAR action.

The AUSREP area, and Australian SAR region, covers the coast of Australia, as well as the coast of Antarctica between 75˚E and 163˚E, and extends N to approximately 6˚S at its W limit and to 12˚S at its E limit. The limits are best seen in the accompanying graphic.

The system is operated by the Australian Maritime Safety Authority (AMSA) through AusSAR, specifically the Rescue Coordination Center Australia (RCC Australia).

Telephone:	AusSAR AUSREP +61(0)2 6230 6880 AusSAR Maritime +61(0)2 6230 6811
Facsimile:	+61(0)2 6230 6868
Address:	P.O. Box 2181 Canberra ACT 2601 Australia
Internet:	http://www.amsa.gov.au/amsa/sar.htm

The AUSREP/REEFREP Interface, a two-way automatic data exchange interface, has been implemented between the REEFREP Ship Reporting System and the existing AUSREP system. This will avoid the need for dual reporting by vessels when participating in the AUSREP and REEFREP systems and will enhance the information available in each system. Further information about REEFREP can be found in Pub. 127, Sailing Directions (Enroute) East Coast of Australia and New Zealand.

On departure from an Australian port or on entering the AUSREP area, the following procedures are applicable:

1. Masters are to send a Sailing Plan (SP) to RCC Australia.
2. A computerized plot is maintained of the vessel's estimated position.
3. Position updates can be done by either of the following methods:
   a. Position Reports (PR) are sent to RCC Australia each day at the time that has been nominated by the vessel's master so that a report is received at least every 24 hours. Dates and times shall be in Coordinated Universal Time (UTC).
   b. Masters may agree to their vessels being queried via INMARSAT-C which, when requested, will automatically send a PR.
4. On arrival at the destination or on final departure from the AUSREP area, a Final Report (FR) should be sent to RCC Australia.
5. Should a vessel at any time be in a position more than 2 hours steaming from the position that would be predicted from the last SP or PR, a Deviation Report (DR) should be sent to the MRCC.
6. All dates and times used in AUSREP reports are to be in Coordinated Universal Time (UTC).

Sailing Plan (SP).—The SP is sent up to 24 hours prior to joining the AUSREP system, with the following exceptions:

1. At ports within the REEFREP area, the SP must be sent prior to departure.
2. At other Australian ports, the SP may be sent up to 2 hours after departure.
3. When entering the system from sea at an ocean boundary, the SP may be sent 24 hours prior to entering the area or up to 2 hours after crossing the boundary.

The SP contains information necessary to initiate a plot and give an outline of the intended passage. If a vessel does not sail within 2 hours of the time stated in the SP, then that SP must be canceled and a new one sent.

In the case of a foreign vessel departing on an overseas voyage from an Australian port, if the Master does not intend to send AUSREP Position Reports, this fact must be indicated in the SP by the inclusion of the word NOREP in place of the nominated daily reporting time in Field N; amplifying remarks may be included in Field X. Under this option, RCC Australia will not undertake SAR action unless specific information is received which indicates an air search is warranted. However, a NOREP vessel must still comply with the mandatory REEFREP reporting requirements when the vessel enters the REEFREP area.

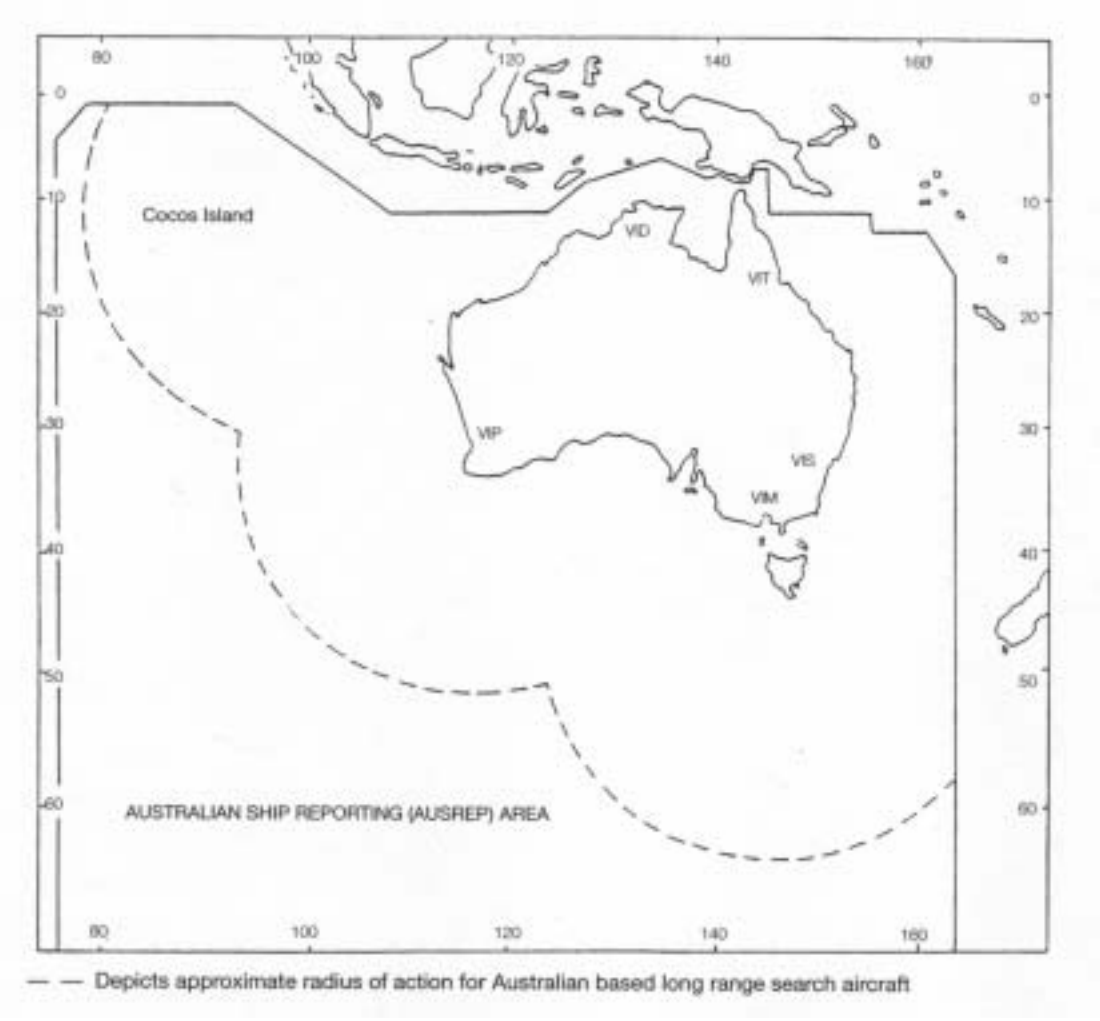
The AUSREP report format for an SP is given in the accompanying table.

Position Report (PR).—The PR is sent at the Date/Time of Next Report as listed in Field N of the Sailing Plan. These reports must be sent at the nominated daily reporting time until and including the day of arrival in, or departure from, the AUSREP area. The interval between PRs should not exceed 24 hours.

The information contained in the PR will be used by RCC Australia to update the plot. The PR must reflect the position and course of the vessel at the designated reporting time. However, the speed should be the anticipated speed until the next report time.

The ETA at port of destination or AUSREP area boundary should always be confirmed in the last PR of a passage. It may also be amended in any PR whenever the Master is aware of a revised ETA.

The AMSA has introduced the use of INMARSAT-C polling as an option to replace the submission of PRs. Vessels can request RCC Australia to poll the vessel using INMARSAT-C by inserting the word POLL in Field N of the SP instead of nominating a Date/Time of Next Report. Polling involves RCC Australia sending a signal to the vessel’s INMARSAT-C terminal to prompt an automatic position report, which includes the vessel’s position, course, and speed. INMARSAT-C polling eliminates the need for a manual submission of the PR. Sailing Plans, Deviation Reports, and Final Reports must still be submitted as normal.



The AUSREP report format for a PR is given in the accompanying table.

Deviation Report (DR).—A DR must be sent to RCC Australia if a vessel, at any time, is in a position more than 2 hours steaming from that which would be predicted from the last SP or PR. A DR can also be sent when any other voyage details are altered.

Failure to send an appropriate DR may have a negative effect on SAR operations. If the vessel is in distress and has not sent out a distress message, the AUSREP procedures may result in RCC Australia initiating an air search to locate the vessel. The search aircraft will start looking in the area related to the vessel's route and speed as indicated in the SP and subsequent PRs. If the vessel has not submitted a DR when there is a change in route and speed, the search aircraft may be unable to find any survivors. It is in the vessel's best interest to keep RCC Australia up-to-date on all voyage details.

The AUSREP report format for a DR is given in the accompanying table.

Final Report (FR).—An FR is sent, as follows:

1. For vessels enroute overseas and departing the AUSREP area, the FR should be send at the AUSREP boundary.
2. For vessels ending a voyage at an Australian port within the REEFREP SRS area, the FR must be sent at the last REEFREP reporting point
3. For vessels ending a voyage at any other Australian port, the FR can be sent within 2 hour's steaming of the port or pilot station. Under no circumstances should the FR be sent more than 2 hours prior to arrival.

As an alternative, the FR may be telephoned to RCC Australia immediately after berthing, but not more than 2 hours after arrival. If it is known that the vessel is to anchor or berth where telephone facilities are not available, the FR should be sent via the appropriate coast radio station or INMARSAT-C.

The AUSREP report format for an FR is given in the accompanying table.

Overdue AUSREP Reports.—AUSREP is a positive reporting system. If a PR or an FR is not received by RCC Australia within 2 hours of the expected time, action is taken to

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determine the vessel's location and confirm the safety of the crew.

To avoid unnecessary search action it is most important that vessels report at the nominated reporting time each day and send their FR when leaving the AUSREP area. If a vessel is unable to pass a PR or an FR, all attempts must be made to pass a message to this effect through another vessel, a harbor, or other shore authority either by VHF, signaling lantern, or emergency transmitter.

The action taken by RCC Australia if a report is not received as expected will depend on the prevailing circumstances, but will generally include the following:

1. Internal checks to establish if the vessel's report has been received by RCC Australia.
2. For INMARSAT-equipped vessels, an attempt to contact the vessel directly.
3. Attempts to contact the vessel via HF DSC.
4. The listing of overdue vessels will be listed on CRS traffic lists to alert vessels to submit the overdue report.
5. When 6 hours overdue, a broadcast of the vessel's call sign, with REPORT IMMEDIATE preceding traffic lists, indicating concern due to non-receipt of the PR or FR.
6. Extensive communication checks with Australian and overseas CRS, owners, agents, and other ships are carried out to trace the last sighting or contact with the vessel.
7. When 21 hours overdue, the upgrading of the REPORT IMMEDIATE broadcast to the Urgency Signal PAN PAN indicator.

By the time 21 hours have elapsed, search planning will be in progress and details included in NAVAREA X and facsimile weather broadcasts. By the time the report is 24 hours overdue, positive SAR action will have been initiated to locate the vessel. It should be noted that resources available for an air search decrease with the distance from an Australian base and that the times may differ if the vessel is participating in INMARSAT-C polling.

Sending an AUSREP report.—AUSREP reports can be sent, as follows:

1. In an Australian port.—All reports should be made from the vessel directly to RCC Australia, in order to avoid delays that may be associated with using intermediate agencies. Collect telephone calls, facsimile messages, or INMARSAT-C may be used to make an AUSREP report.
2. Via INMARSAT.—Reports must be addressed RCC Australia and sent via the Pacific Ocean Region (POR) or Indian Ocean Region (IOR) satellites to Perth Land Earth Station (Perth LES). These procedures apply only to AUSREP messages. Calls are free of charge when submitted within the AUSREP area.

INMARSAT-C fitted vessels will not be charged for messages sent via INMARSAT-C if these procedures are followed: Select Special Access Code (SAC) 43 through Perth LES only; Pacific Ocean (222) or Indian Ocean (322).

INMARSAT-A, B, or M fitted Ship Earth Stations will be charged for messages sent via INMARSAT-A, B, or M to RCC Australia.

While participating in AUSREP, vessels should ensure that their INMARSAT equipment remains active in the LOGIN mode at all times.

The preferred method of submitting an AUSREP report is via INMARSAT-C.

AUSREP Reporting Format

Field	Meaning	Type of Report			
		SP	PR	DR	FR
A	Vessel name, call sign and IMO number.	X	X	X	X
B	Date/time of position.		X	X	
C	Position (latitude and longitude).		X	X	
E	Course.	R	X	A	
F	Speed (vessel's anticipated average speed, in knots and tenths of knots, until next report).	X/R	X	A	
G	Name of last non-Australian port of call.	A			
H	Date/time and point of entry into AUSREP area (point is either the Australian port of departure or the latitude/longitude of crossing the AUSREP area boundary).	X			
I	Next foreign (non-Australian) destination and ETA.	A		A	
J	Coastal pilotage details: 1. Yes/no. 2. Last name of pilot. 3. License number of pilot.	R		A	
K	Date/time and point of exit from the AUSREP area (the point is either the latitude/longitude of crossing the area boundary or the Australian port at which the vessel is to arrive).	X		A	X

AUSREP Reporting Format					
Field	Meaning	Type of Report			
		SP	PR	DR	FR
L	Route (vessel's intended track—state rhumb line or coastal, great circle, or composite with limiting latitude).	X/R		A	
M	Coast radio maritime communication stations monitored (include INMARSAT A and C numbers, if fitted).	X		A	
N	Date and time (UTC) of next report. (See **Note 1** below.)	X	X	X	
O	Draft, fore and aft, in meters and tenths of meters.	R			
P	Cargo.	R		A	
Q	Defects or other limitations.	A		A	
R	Pollution (or reports of any seen).	A		A	
U	Vessel type, length (in meters), and gross tonnage.	R			
V	Medical personnel carried.	X			
X	Remarks.	A	A	A	X
Y	Request to relay a report to AMVER. (See **Note 2** below.)	A			

Key:

1. X—Required field
2. R—Vessels transiting the REEFREP Ship Reporting System should also include these fields.
3. A—Include if appropriate.

Notes:

1. See text under Sailing Plan for vessels electing not to participate in the AUSREP system.
2. Place the word AMVER in Field Y; do not separate the letters in the word AMVER by spaces, as this may disrupt the computer processing. Masters should note that an AMVER report will only be forwarded if a vessel is in the AUSREP area and is currently participating in the AUSREP system.